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1937~1938 Buick Club

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THE
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Volume IV • Number 1

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5912 Worthington Ave

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● FOUNDED BY DAVE LEWIS ●



THE TORQUE-TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



VOL. IV ● September 1985 ● NO. 1

Hello Again !

Well, folks, Volume IV is off and running. It was good to get a little breather over the summer, and your Editor is ready to go again. We seem to be seeing the same phenomenon as we did last year: that is, about one-third of the members from Volume III have not renewed. However, checks are still coming in, and the pace of inquiries from prospective new members has increased. I believe the latter is due in large part not only to word-of-mouth, but also to recruiting efforts by some of you at the summer shows. Thanks for promoting the Club. To the new members who join us with this issue, a warm welcome.

Although at this point (late August) we have a lesser number of paid members than I used in my planning, I am confident the rolls will grow, just as in the past years. On average, approximately one-third of the members have dropped out each year, but new ones have always come forward to take their places. And a good number have expressed their confidence by renewing for two or three years. (Nobody, however, took up my offer to become a Life Member!) So, we are marching on. Here is a tentative schedule for the remaining eight issues of Volume IV:

October 15	January 5	March 20	May 20
December 1	February 15	April 15	June 25

As usual, the emphasis must be on "tentative"; I think we kept reasonably close last year, but--to repeat myself for the umpteenth time--a lot depends on the material I receive from all of you. There are a few good things planned for future issues, but much more is needed. So now that vacations, tours, and shows are winding down, the kids are back in school, your mother-in-law has concluded her annual visit and gone home, and you have a little time to think, consider what contribution you can make.

● William E. Olson, Editor ●

● 842 Mission Hills Lane, Worthington, Ohio 43085 ●

Not all of us are capable of writing technical articles, I know. However, one of the interesting things about this Club, I have decided looking back over the past year, is the amount of material in these pages that has come about through questions. What you want to know is just as important as what you do know. Among the members are people whose knowledge is little short of amazing (to me, anyway). They are ready and willing to help. And chances are good that if you're baffled about something, many others are too. In fact, through various questions from the members, I discovered a lot of things I didn't even know that I didn't know. So let's have it, folks: tell me what you want to see and I'll do my best to get it into print. And if you have knowledge to share, please share it.

Bill



ODDS and ENDS



STEAM LIVES! The Mike Eagleson story turned up several more steam fans among us. Some that come to mind are Paul Culp (#508; Perkasie, PA); Dan McLaughlin (#466; Rogers City, MI); Tom Natale (#188; Peach Tree City, GA); and Ed LaFleur (#175; West Springfield, MA). Tom's father worked for the Baltimore & Ohio, and Tom says he can still see his dad's '38 Olds 8 coupe with semi-automatic transmission parked by the roundhouse. Regrettably, Tom junked the Olds many years ago: another entry in the Book of Tragedies. Ed is restoring a 1921 Stanley, but reassures us that he is not defecting from Buicks. (The Stanley, built in Massachusetts, lasted until 1927, and the magnificent and expensive Doble steamer until 1932: very interesting and very different.) Ed, who has a printing business, also says he likes the new TORQUE TUBE format but finds himself still looking for typos. To accommodate this nostalgia for the era of the Former Editor, I have hidden a few typos strategically in this issue, and will continue that policy.

UGLY CAR POLL. Your Editor, as has been noted before, is guilty of thinking that there were some really smashing automobiles turned out in the 1935-1940 period besides Buicks. In terms of pure "looks" and "style," outside of the custom-bodied or low-volume cars, I'd rate very high the '35 Hupmobile, '37 Lincoln Zephyr, and '38 Cadillac 60 Special. And a special place certainly must be found for the ill-starred stepchildren of the Cord, the Hupp Skylark and the Hollywood Graham. But in the throes of the struggle from boxy angularity to streamlined curves, some manufacturers really stumbled. What do you think was the ugliest U.S. car 1935-1940? Having considered this at some length while trying to fall asleep, in the bathroom, and other places conducive to heavy thought, I have picked the '36 Lafayette, with its big sister the '36 Nash a close second. The biggest improvement from one year to the next? 1935 to 1936 Buick; 1938 to 1939 Nash. What's your vote?

NAME THAT CAR! Albert Pavlick (#062), whose letter about his '38 46 "Rachel" appeared in a recent issue, responded thusly to my speculation about the origin of that name:

(CONTINUED)

"...you hit the nail on the head regarding the name 'Rachel' for my 1938 Coupe. In fact, all of my cars are named from the Bible, as follows:

1924 Buick Roadster	-- 'Ezekial'
1929 Model A Roadster	-- 'Esther'
1938 Buick Coupe	-- 'Rachel'
1946 Ford Coupe	-- 'Jacob'
1952 Buick Sedan	-- 'Amos'

I wonder how many other members have names for their cars. It might be interesting to find out, and maybe the reasons for these names."

Now Al has set for us quite a Scripture lesson. Not being readily familiar with such things, I went and looked them all up. A worthwhile exercise, but I'm not telling what I found: you'll have to do it yourselves. When cars begin to proliferate, names are handy. In my household, however, since few things are the subject of any but the most ephemeral consensus, it has not worked out very well. My '37 model 47 has pretty much become "THE BUICK" (at least to my face); the four examples of modern and semi-modern iron are identified by color: "the blue car," etc. Anybody else have named cars? Let's hear about them.

MEMBERSHIP ROSTER. Mike Vosganian, whose story "Memories" appeared back in Volume III, will be doing a membership roster for us, and the roster will be supplemented from time to time. We hope to have it done soon. There were several volunteers for this, to each of whom is extended my gratitude. Important note: the base data to be used in making up the roster will be the 1985-1986 Membership Application forms. Several people did not complete the forms, but merely mailed me a check. While these members will be in the mailing label program, they will not be in the roster. Departures from a simple procedure just take too much time. So if you have not filled out an Application, even though you have paid, please do so. If you can't bear to rip a page out, give me the info on a separate piece of paper.

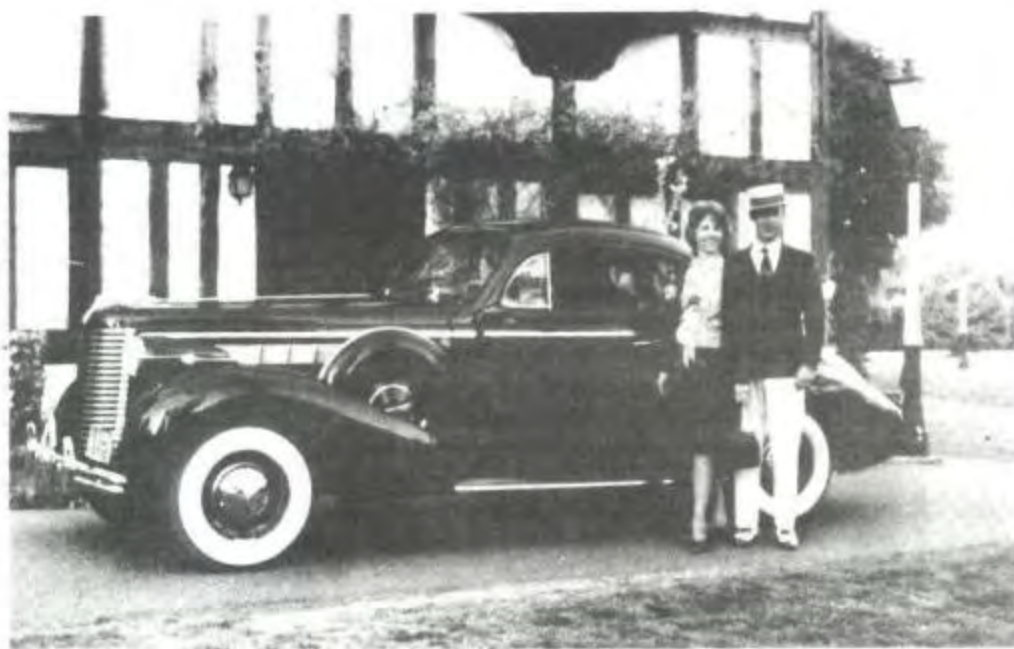
CONGRATULATIONS. At the BCA National, Marshall Nelson (#370) of Salem, OR (Doug's brother) won a first with his 1937 80C, and Jim Wallace (#283) of Van Nuys, CA got a tie for second place in class with his 1937 46-S. At the BCA Great Lakes Regional meet in Toledo, the newly-restored 1937 81 of Clint Preslan (#461) from Lakewood, OH got a third place. Competition in both cases was strong, and these are fine achievements. Applause to all. If anybody else has won anything, and wishes to see his name in print, please let me know. Regrettably, your Editor again failed to place in the Worthington Hills Fourth of July Parade. The mysterious dude who showed up last year with a beautiful 1914 Cadillac again won the Classic Car prize, this time with an equally-beautiful 1910 Stanley, complete with locomotive whistle and clouds of steam from its non-condensing engine. Even with my new windshield glass, straw hat and cigar, I could not come close to that. No one seems to know who this guy is, but he says he has four more cars. Nonetheless, I have no intention of quitting the parade, for the reasons given a few issues ago.

BUICK

DOUG & KAY STEP OUT WITH

STYLE!

You will recall, folks, that our Intrepid Hero of "Modern Living in 1938," Douglas Nelson, decided to buy his wife a nice little '38 Chevrolet convertible for her birthday after he made a nice little deal on some California property. Well, that's not all. Douglas also took his wife on a nice little trip up through the San Juan Islands in Puget Sound and into British Columbia. Of course, Douglas drove his new Buick Century -- just the Right Sort of Car for a Successful Young Man to pull up in front of a fancy hotel. They had a swell time. Douglas was even more pleased with himself than he was before, having picked up some stylish new vacation duds for the trip. Here we see Douglas and Kay plus the Buick, all looking thoroughly Modern and Stylish outside a substantial English-style hotel, where the Right Sort of People go on their vacations. Don't they look fine?



Ah, for the Good Old Days! Well, folks, we've been tricked again by the Master of Illusion. That's not a 1938 photo, but Doug Nelson (#051) and charming wife Kay in 1984 on a little trip they took with some friends. Regrettably, Doug didn't always look that dapper, especially when he had to crawl under his car, learning the value of annual purgation of brake systems. Here's Doug's own account of the trip; despite a little difficulty, it sounds like they did in fact have a swell time.

(CONTINUED)

San Juan Tour

During the summer of 1984 my wife Kay and I were invited to join a group of old car freaks -- all Model A Ford people -- on a trip from Salem, Oregon to the San Juan Islands in Washington State. The trip was to take about one week and cover about 900 miles, both ways. I own a Model A Ford, but it's in about 5,000 pieces, stored in the barn rafters, and I wasn't about to get it down just for a 900-mile trip. We agreed to go on the trip if the Fords would tolerate a '38 Buick Sport Coupe. The tour hosts had made the same trip in modern iron the previous April. They did a fantastic job of arranging accommodations and dining arrangements each night for the different places we stayed.

The San Juan Islands are a group of islands off the coast of Washington. To get to each island by car you must take a ferry. The state of Washington ferry boats are really something. They are clean, huge, fast and run on time. If you are not on time forget it! They wait for no man or car. Our hosts really worked hard to coordinate our arriving at the ferry docks with ample time to spare so we would not be left and have to wait hours to catch the next one. While waiting for the ferries we attracted a great deal of attention. Because there were five Model A Fords and only one 1938 Buick, our car received more than its share of attention.

We had very little car trouble during the trip. I receive the "get out and get under" award for my brake problems. It seems my master cylinder check valve became plugged up and each time I hit the brake, fluid would be pumped to the wheel cylinders but would not return to the master. So my brakes keep dragging, my brake lights would come on, and of course the brakes would get hot. The only remedy was to pull over, get out, get my monkey suit on, crawl under and bleed some pressure off one of the rear brakes. By the time I got home I had learned to drive without using the brake except in case of dire emergency and I had lost most of my fluid. The problem, since corrected, was rust and crud in master cylinder.

During one stop we displayed our cars at an historic hotel at Roche Harbor on the Main San Juan Island. The Hotel was built in the 1850's, saw duty as a Hudson's Bay Company trading post, and later hosted Presidents Teddy Roosevelt and William Howard Taft.

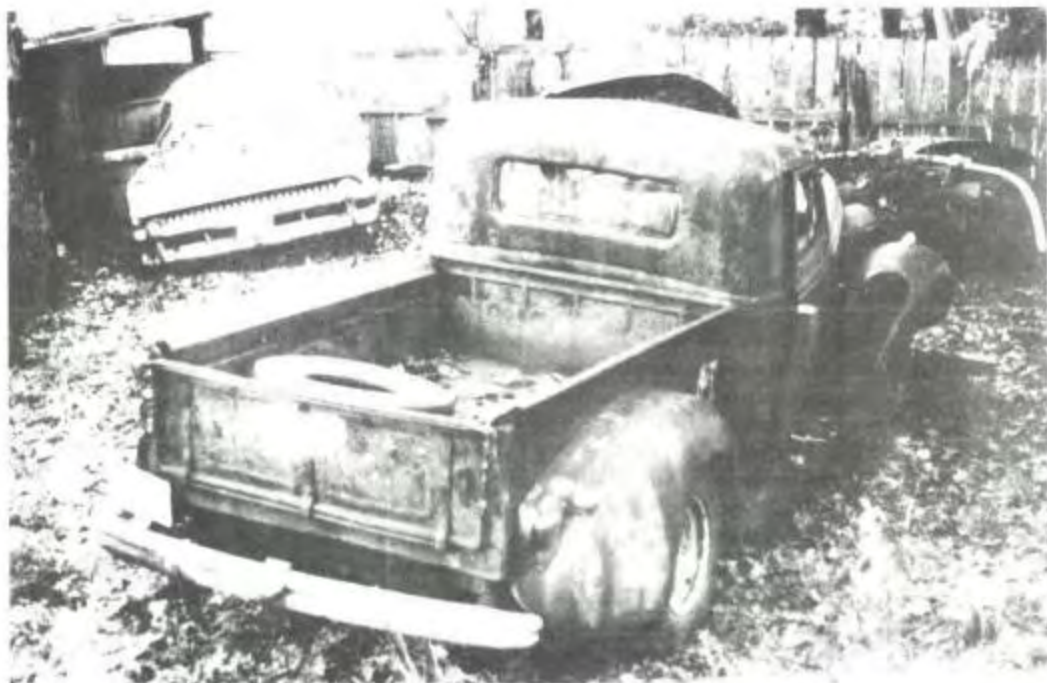
We stayed two days at Victoria which is in British Columbia and is on Vancouver Island. There is a first class auto museum in downtown Victoria called the Classic Auto Museum. They have many cars that were used by the English Royalty when they visited Canada as well as some nice early 30's Buicks. No. '37 or '38 Buicks, however.

On the last leg of the trip I made an interesting find. Or I should say a '37 Buick found me. We were getting ready to leave the small town of Port Gamble on the Washington coast when a young man approached my car and said "My brother has a Buick straight eight like yours and would sell it." My curiosity aroused, I naturally inquired about its location and condition. "Oh, it's just down the road a piece and has those side mount fenders like yours." "What series," I asked. "Don't know, you will have to contact my brother in Forks, Washington." That night we stayed in Poulsbo, Washington, a resort town, and I called the owner of the mysterious '37 Buick. We talked about the car and its history. What started out as a 1937 Century four-door sedan became a '37 Buick pickup during the 1940's and a pretty fair conversion job it is. The ravishes of many Washington winters have aged the old

(CONTINUED)

girl considerably, but beneath the rust, crud and moss is a complete '37 Century drive train. To make a long story short, I purchased the truck and took a later weekend to go back up to Washington to retrieve it. It is mostly complete except for side mount covers and the proper carburetor. My plans are to restore it as a pickup and add it to the "fleet."

Doug



1937 Century truck in the Nelson "wrecking yard"

* * * *

Another member -- Joel Palmer (#509) of Millington, Tennessee -- has a 1938 Buick pickup truck conversion, also skillfully done, which I hope we will have a feature on in the future. Aside from a car (truck?) in Switzerland that I saw in a photo a few years ago, these are the only '37 or '38 Buicks I know of made into trucks. Are there any others? One wonders why, years ago, people went to the trouble of doing this in a careful and reasonably-professional way. Perhaps to salvage a decent car with extensive rear body damage. Or maybe, somewhere, two good ol' boys were settin' and talkin' and Billy Bob said: "Clyde, let's make 'at ol' Buick o' Paw's into a truck." And Clyde spat out some 'bacca juice and said: "What in hell fur?" And Billy Bob said: "Jist fur somethin' to do." And so they did.





SHOWS & EVENTS



Your Editor again attended the BCA Great Lakes Region meet, held this year in Toledo. It was a bit different from last year's event in Canandaigua, New York, in that we were in a "downtown" hotel with the car show held on the upper floors of a parking garage. Not everyone's cup of tea, but this setting did provide easy access to several good restaurants and the new Toledo riverfront park, in which occurred at the same time a very noisy festival known as the "Rib-Off."

Club members made a reasonably-good showing. In addition to yours truly, Ray Lawson (#016; Troy, MI), John Mullenix (#436; Hastings, MI), John Steed (#132; Greenwood, IN) and Dan McLaughlin (#466; Rogers City, MI) arrived via modern power. The following members brought good cars and dutifully lined those cars up on the sloping floors of the parking garage.

Clint Preslan (#461; Lakewood, OH)	'37	81
Don Gust (#043; Beecher, IL)	'38	66S
Ray Cimarosti (#512; Warren, MI)	'38	41
Bob Castelli (#530; Livonia, MI)	'38	41
Marv Rhynard (#327; Lansing, MI)	'38	61
Al Klavora (#498; Chesterland, OH)	'37	47

As noted elsewhere herein, Clint Preslan won third place in Class 3, but all our cars looked good to me.

Especially because of the downtown location, a number of people had trouble with overheating, and a considerable amount of green liquid could be seen running down the floors of the garage. Beyond that difficulty, there appeared to be no facilities in the garage for car baths, and those who encountered large insects on the highway or careless pigeons in the city were at a disadvantage. Be all that as it may, I had the opportunity to meet several members for the first time, and that was good fun.

I had expected to be able to present a BCA National report in these pages. However, my Official Photographers and Investigative Reporters, Dug Waggoner and Lee Greer, whom I had deputized and decked out with Official 1937-1938 Buick Club passports, codebooks, sunglasses and cigars, never made it from Frisco to LA. They were going to fly down on Air Pacific, or San Andreas Airways, or something, but never got off the ground. I do, however, have some photos and a report about the banquet from Mike Vosgianian (#447):

Regarding the meet there were a dozen or so 1937-38 Buicks, all in a row, representing all styles, open and closed, Specials, Centuries, Roadmasters, and Dick Jones' Limited. Wish you and Dave were there. You missed a hilarious dinner of enchiladas, Spanish rice, and refried beans. The L.A. chapter is not going to live this one down. The beverage was cold H₂O. Even the emcee was cracking jokes. The dinner was not worth the \$18 each, however, I looked at it as a donation to the BCA but not very many others did. It just goes to show you the Spanish influence very much in evidence especially in Southern California. Most Mexicans here think we live in "Upper Tiajuana", and they are hoping that we will return this land to Mexico soon.

Whether we like the food or the facilities at any particular BCA meet or not doesn't really matter. We should all be thankful these meets are held, and for the effort that goes into them, and continue to show our support for BCA activities.

Next year's National will be in Indianapolis, and next year's Great Lakes Regional at the Westlake Holiday Inn (a very nice place) outside of Cleveland. And, the 1987 Great Lakes Regional will be in Columbus: there had better be a good turnout for that! I am already looking forward to these events.



BCA National - Los Angeles



Prize-winning 1937 80C of Marshall Nelson (#370; Salem OR)
In the photo, anyway, it's bright red! You don't need Trippe
Lights to win.



1938 model 41 owned by Mike Vosganian (#447; Woodland Hills, CA)
plus unidentified 1938 Century and lush California foliage.



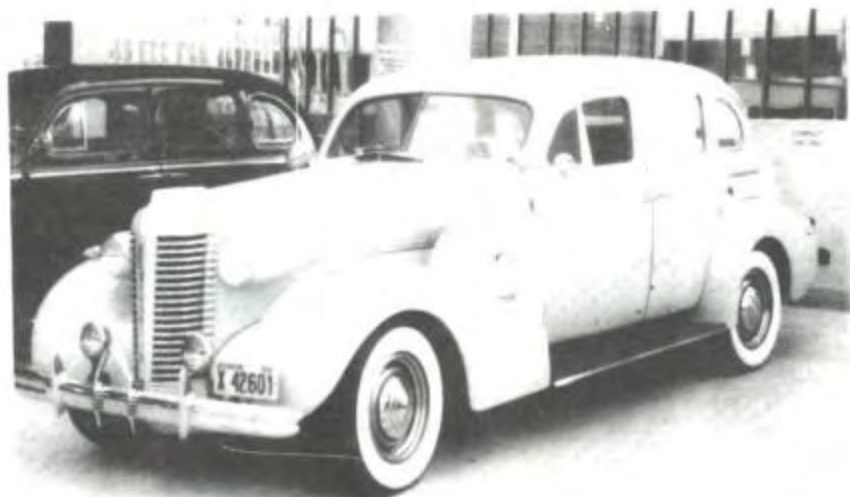
MORE CARS FROM TOLEDO AND L.A. IN THE NEXT ISSUE.



BCA Great Lakes Show-Toledo



Clint Preslan (#461; Lakewood, OH) shows off his fine 1937 model 81.



Ray Cimarosti (#512; Warren, MI) brought his nice 1938 model 41 with vintage seat covers.

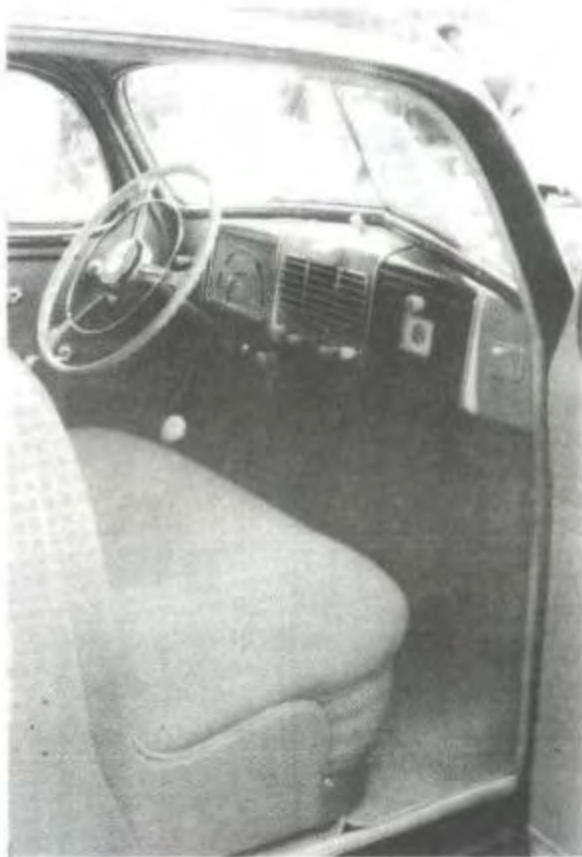


1938 Century sport coupe was driven from Beecher, IL by Don Gust (#043).





Clint Preslan's 1937 Roadmaster



There are a few things you may wish to note about this car: the front floor carpet is not correct (should be a mat) but looks very nice; the windshield wiper knob is too big; the sidemounts may be from a 40-series car. Picky, picky. Just don't want to lead anybody astray. Overall, it's a great car.



TECHNICAL TIPS

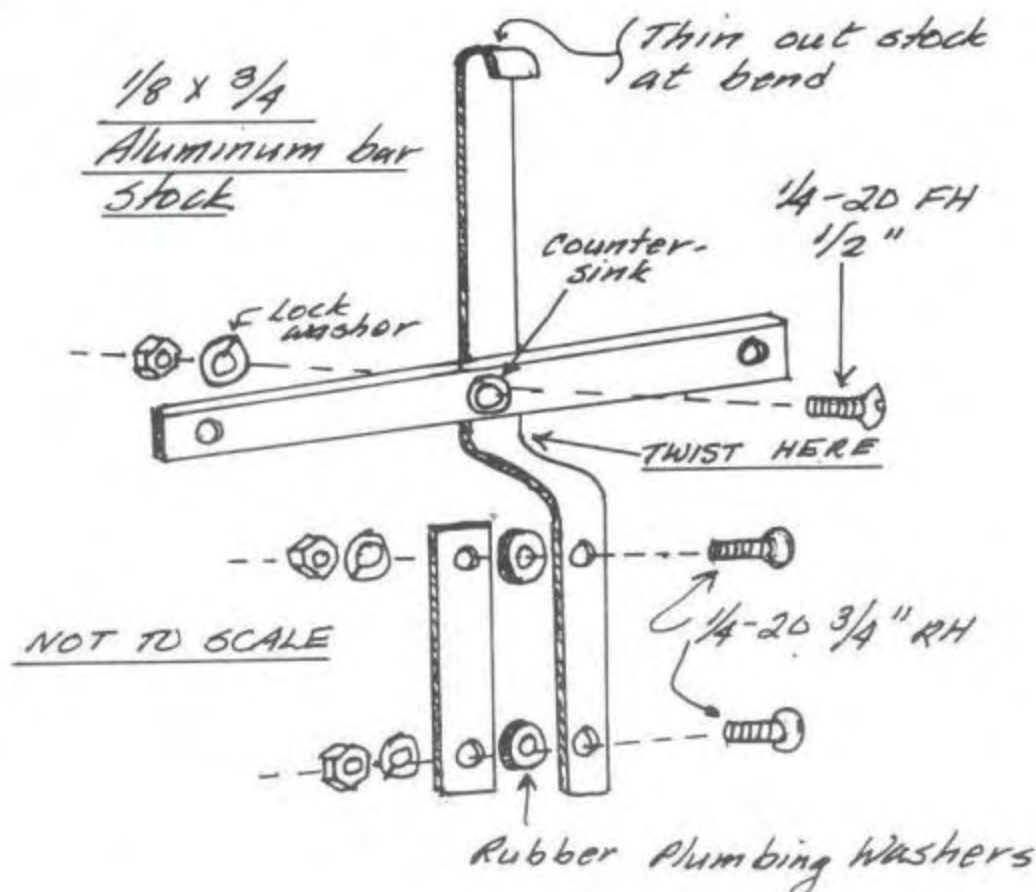


RESTORING LICENSE PLATES. The trick, of course, in doing this is painting the raised numbers and/or letters so the job looks "official" -- that is to say, as though it just came from the "factory." (In Ohio, they do in fact make 'em in the penitentiary, or as it's now called, the "correctional institute.") Here's how I did one I picked up at a swap meet. First, of course, get rid of all the rust and old paint, fill in any pits, sand, prime and spray the background color. For the numbers, I bought a gadget designed for painting the edges of walls, etc. called "SUR-LINE." This is a lightly-napped square pad about 4" x 4" attached to a metal base and handle. (The pad can be removed for cleaning.) Spray your number color on this pad, tap on paper to remove any excess, and then, holding the plate firmly on a flat surface, run the pad over the numbers. Don't press too hard. Several of these applications will probably be needed. The end result is quite good: the edges of the numbers have a slight fuzziness just like the "factory" jobs. You may need to practice a bit to get the technique. Don't use lacquer or lacquer thinner as it destroys the pad. You can buy extra pads, but I cleaned mine between coats with paint thinner followed by a strong solution of tri-sodium phosphate plus ammonia.

LICENSE PLATE BRACKET. I decided to put the Ohio 1937 plate on the right front, to balance the required Ohio Historical Vehicle plate on the left. No bracket, however. I made a fairly decent one in less than an hour. Since you know the size of the plate you're going to use, it need not be adjustable; that gets rid of the hard part. See drawing below. It will be necessary to put a twist in the post just above the "jog," so that the plate will face straight. This is easily done with aluminum. Clean thoroughly, sand lightly to etch the surface, and paint black.



TECHNICAL TIPS



Home-made front license bracket

HOUSEHOLD HINTS. Hint No. 1: Speaking of tri-sodium phosphate: it is a terrific cleaner for grease, gunk and other foul stuff, especially when a healthy shot of ammonia is added. To clean up grease, etc. I make a saturated solution in hot water; that is, keep adding TSP until no more will dissolve. A half-pint of ammonia per gallon turns it from good to super. Cautions: (1) ammonia fumes are bad for you; (2) the mixture will eat away paint before you know it -- in fact, I also use it as a cheap and easy paint remover. Hint No. 2: I used to buy the oil and grease absorbent (for floors) that they sell in hardware and auto parts stores until I found that cat litter works just as well, costs much less, and comes in giant bags so you never run out. In fact, my wife buys the cat litter for her furry friends, so I don't even need to worry about putting it on the shopping lists I always lose.





TECHNICAL TIPS



DROOPY DOOR HANDLES. Sometimes door handles will sag a bit out of the horizontal. This is due to wear or imperfect fit in the first place, as distinguished from broken door handles, which drop to an almost vertical position. The "droopy" condition can be cured without great difficulty. The handle is easily removed from the car by taking out the set screw that holds it in the locking/latching mechanism and then pulling it out through the ferrule. The door need not be disassembled. (See 1937 Shop Manual page 22; 1938 Shop Manual page 31.) Clamp the steel shaft securely in a vise (I would use wood or plastic protectors over serrated vise jaws). The handle can then be forced through bending into the desired orientation. Be careful: (1) to bend the handle in the right direction; and (2) not to use excessive force. The handles are designed to shear loose from the shaft under heavy pressure (an anti-theft feature). If that happens, you must either find another handle, or repair with a drift pin in the manner referred to for trunk handles (see Vol. III, Issue 7, page 9).

INTERCHANGING DOOR HANDLES. Any door handle may be used on any door, excepting the locking handle, which of course must go on whatever door you wish to be able to lock and unlock from the outside. Thus if you want the locking handle on the left instead of the right, just interchange the two handles. (I never could figure out why the locking handle is on the right; perhaps it was thought one should always enter from the curb side of a parked car.) Likewise, if the handles have better chrome on one side than the other, you may be able to present a better appearance by arranging them with the good side up. With latch assemblies, the left front will fit the right rear, and vice versa. (Obviously this has no applicability to two-door cars; less obviously, perhaps, I doubt it will hold true for the 80C, which has front-hinged rear doors.) After the tenth month of 1937 production, a different latch assembly -- made of aluminum as opposed to steel -- was used into the end of 1938. The aluminum latch tends to break much more easily. Such breakage can be repaired, but I can't tell you how. Better to find an early 1937 latch as a replacement, if you can.

EMBLEM COLORS. I recently acquired a good 1938 sales brochure, with drawings in color of each model. In those which show the front bumper center emblem, the background of the word "BUICK" is black, and the diagonal line and "8" are red. This is contrary to the statement made in the Vol. III, Issue 7 Questions Answered section based on the advice of Paul Cusano. The brochure is, of course, an artist's rendition of actual cars, made in all probability before the cars themselves were made. Therefore, the brochure cannot be taken as final authority. Moreover, as noted in Issue 7, it is at least possible that there were in fact variations in actual production. Members owning clearly original 1938 front bumper emblems are requested to advise the Editor of the color scheme used.

SIDEMOUNT COVERS. The aforementioned brochure also shows, in the drawings of 80 and 90 series cars, the "BUICK" emblem on the sidemount covers, which is contrary to the Dave Lewis statement in Questions Answered, Vol. III, Issue 8. (Have you noticed that when it begins to look like we might have printed something questionable, I try to attribute the problem to someone else?) Same comment; same request.

BUICK

RUBBER PARTS. John Hopley (#044) of Bow, WA says that he has built molds for all rubber mounting pads on '37 Specials, as well as for running board mats. Parts made and sold to Club members at reasonable prices (cost of materials only). John is also working on molds for the '38 Century rubber parts, and -- get this! -- he is building molds to reproduce sidemount covers in fiberglass. Now that's a project! Hope to have more on this in future if it works out.

OIL PRESSURE. Reproduced below is a Dealer Service Bulletin that indicates a cure for low oil pressure in some 1937 engines. The problem is that the cover and the pump body do not mate together and seal adequately -- there is no gasket between them -- and the pump leaks. This problem was apparently not solved completely by the new six-screw cover mentioned in the Bulletin, because the condition can occur on '38 and later Buicks also, from what I have been told. A little drop in pressure with hot oil may be no cause for alarm, and sometimes can be helped or cured by a heavier oil, or STP. (Some people swear by STP and some say it's junk; I have never used it.) But if you've got only 25 lbs. at 50 mph, brother, you are heading for trouble. One thing to do is remove the pump and have the mating surfaces of the body and the cover machined absolutely flat, then reassemble the pump, making sure it is perfectly clean when you do. If this does not solve the problem, it may be engine rebuild time.

PRESSURE DROP
ALL SERIES

A change has been made in design of the oil pump cover assembly. The new cover has six cap screws instead of five to fasten the cover to the pump body as illustrated in Fig. 22.

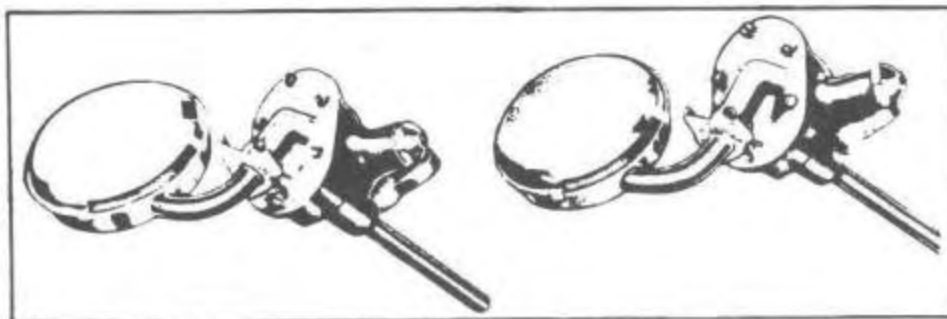


Fig. 22

In cases where there is abnormal low oil pressure with hot oil, that is, below 10 lbs. idle pressure, or below 45 lbs. maximum pressure, it is recommended that the new type (six screw) cover assembly be installed. Reworking the first type cover is not recommended.

No machining is necessary for installing the six hole type cover as the six holes are already drilled and tapped in the oil pump body.

CAUTION: After installation has been made, make certain that the oil pump float screen has full travel and that the cotter key holding the float in place is securely fastened.



LUBRICANTS. Speaking of heavier oil, I once thought of dumping a few quarts of SAE 90 gear oil into the crankcase of an old car. (This was in my younger days.) Something told me, however, that it might not be a good idea. In truth, it ain't, especially if you've got the old babbit-metal bearings. Modern gear oils all have extreme-pressure (EP) additives for use in the modern hypoid rear ends. These additives (compounds of phosphorus and sulfur) will destroy babbit bearings, as well as some other alloys. While most people seem to be using modern EP gear oils in '37 and '38 Buick transmissions without difficulty, my recommendation is that you not do this because of possible corrosion of the bronze bushings over time. (EP oil should be used in the differential.) You can't find old-style gear oil at your local Sooper-Dooper Cut-Rate Auto Parts, where they have all those nice plastic squeeze bottles of Quaker State. So what to do? If any firm in your vicinity handles Fiske or Lubriplate lubricants, try that; they still make the stuff. Or, write (SASE) for the Antique Vehicle Lubrication brochure to:

Shaffer's Specialty Auto
3534 Via Ventada
Escondido, CA 92025
(619/747-0853)

These people sell all sorts of unusual lubricants (including semi-fluid grease, SAE 90, 140 and 600W gear oil and nondetergent motor oil in each grade from 10W through 50) plus shock absorber fluid. None of it is dreadfully cheap, compared to Sooper-Dooper Cut-Rate prices, but in the end, good lubrication is worth a lot.

1938 DEALER SERVICE BULLETIN

HYPOID LUBRICANT- EFFECT ON COPPER THRUST WASHERS

For your information, Hypoid lubricant has a blackening (corrosive) effect upon the copper thrust washers in the differential.

This is a natural condition caused by all Hypoid lubricants containing sulphur and the blackening is not corrosion to the extent that the parts are damaged.

Therefore, blackened thrust washers should be reinstalled unless otherwise damaged (scored), as this condition will not affect proper operation.

QUESTIONS ANSWERED



The few questions we got over the summer have been transformed into Technical Tips, or handled on an individual basis, to give Dave a little breather. But please don't forget, Dave will try to provide solid, practical answers to your technical problems --and for all I know, any other kinds of problems. So if you're stumped, let's hear about it. All questions and answers of general interest will be printed in this column.

The new speedometer dial is designed for easier reading as well as beauty

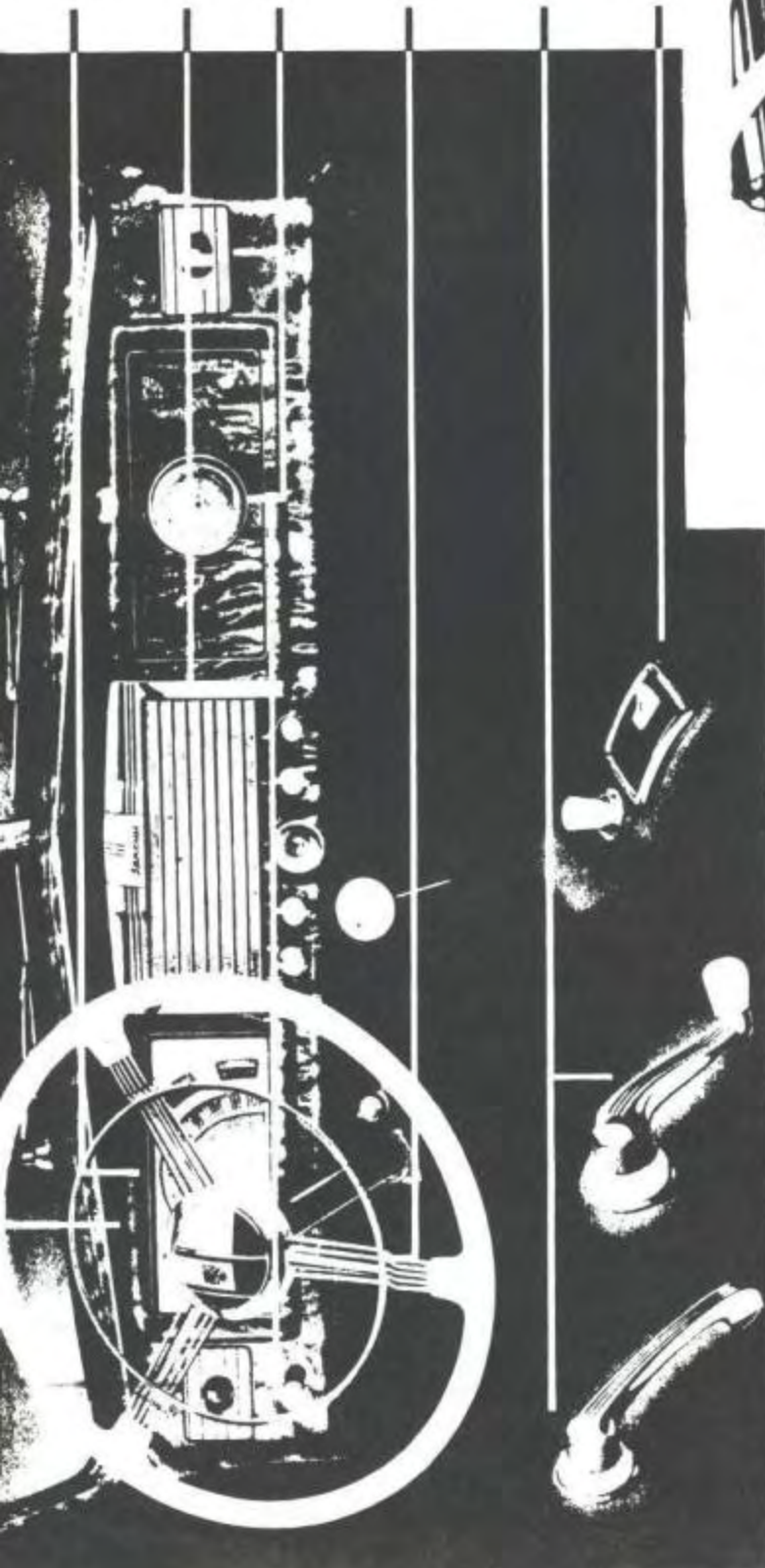
Handsome new radio grille

Note ash receivers at each end of the panel, and the new clock face

Observe also the new steering wheel with horns recessed to take the horn ring, obviating accidental sounding of the horn

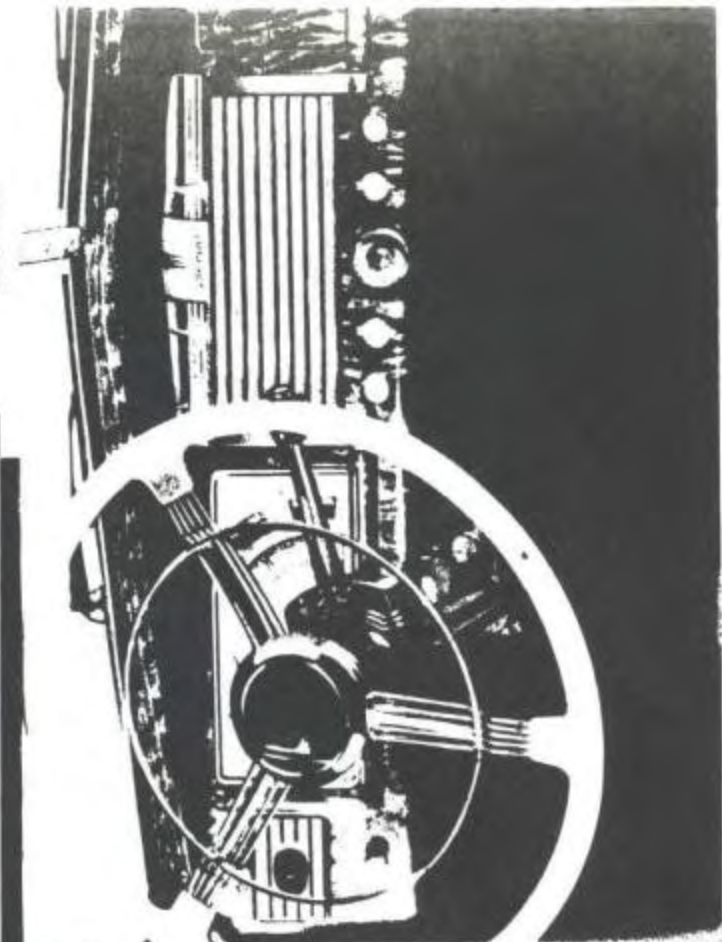
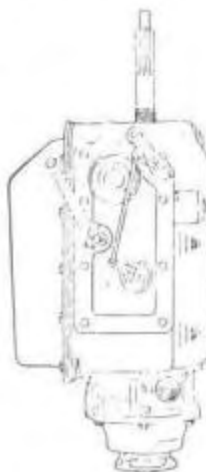
Note also, below, the stunning new interior hardware

Ash receivers are conveniently placed for ready access. Lighters included on some models



All 1938 Buick Special models are available with Buick's new self-shifting transmission at extra cost. This transmission eliminates the conventional gearshift lever entirely, with this simple control lever under the wheel taking its place. For all ordinary driving, a single motion of the control lever suffices; the car automatically shifts through necessary gear changes thereafter. Ninety per cent of normal

driving is in a new fourth speed, giving new quiet because engine speed is greatly reduced. Braking power of second is instantly available. Gasoline economy is increased nearly eight per cent, oil economy even more, and clutch operation is reduced by practically two thirds. With the gearshift lever removed from the center, the front compartment now carries three passengers with perfect comfort.





WOODGRAINS ~Part 2



We have developed more information on the subject of woodgrains and dashboards.

First, the page opposite shows drawings of the 1938 40 series dash that appeared in a Buick sales brochure. Here we see a definite vertical grain pattern with pronounced light and dark, probably intended to duplicate a walnut "stumpwood" figure (the pattern that occurs where large roots merge into the base of the tree trunk). We also see a definite "swirl" or "mottle" pattern in the moldings: that is, alternate light and dark areas at right angles to the direction of the grain. It must be kept in mind that this is an artist's rendition from a sales document, not a photo of an actual car. Artists sometimes took a few liberties to make advertisements look more appealing; thus it cannot be said that the drawing is conclusive evidence of the pattern actually used. My impression is that surviving 1938 40 and 60 series dashboards frequently exhibit a yellowish or golden color, and are sometimes restored with this color. There is a real question in my mind about this, and I suspect that the gold or yellowish effect is due to age and was not there originally. One would expect figured walnut to vary from tan (about the color of a cardboard box) through various shades of brown, down to a chocolate color.

Second, I received a note and some photos from Joe Giordano (#333) of Liberty, MO, who has owned a variety of 1937 and 1938 Buicks. Here is a slightly edited version.

"1937 dashboards tend to look greyish as they have aged, and I think that throws a lot of restorers off on color. 1938 Buicks had three different dashboards that I know of: 60 series had the woodgrain that you see in the picture, but I have owned them with a checked dash with painted outer panels and have seen others like that; 40 series cars had a woodgrained dash that was somewhat lighter in color with a burl effect; the 40 series sometimes takes on a slight green color effect. When in doubt look for someone with an excellent original car and be sure of what you are doing."

The picture Joe refers to (of a 1938 60-series car) appears below. Although it will not show up well here, in the original photo the grain pattern appears horizontal: more like the 1937 pattern. Note the vertical chrome strips: the outer panels Joe mentions would be on either side of these. The "checked" pattern might be the same as the "lace" effect Dave Lewis has referred to in previous issues as being on the two raised sections of the 1937 80 and 90 series dashboards. Note also that this car has a "mahogany" steering wheel rim and center, not the ivory color that we have come to expect.

(CONTINUED)





Original 1938 Century • • • Joe Giordano

Thirdly, I received a letter from Lou Wildt (#245) of Cincinnati, OH describing a method of making "transfers." This is the only person I have heard about who duplicates -- at least apparently -- the method that I believe was used originally wherein a pattern was applied to decal material through the use of dyes and the decal then applied to the metal part. You will recall that in the original process, the transfer was applied before the panel was stamped into its final shape. In both '37 and '38 Buicks, the dash panels have a more complex shape than was the case with many other cars of the period. There is considerable doubt in my mind as to whether a transfer of the entire panel can be successfully applied to a '37 or '38 dash in its final shape. Therefore, the transfer method may not work for restoration. In any event, however, here is Lou's letter. If anyone has had experience with work done by Mr. Estes, please let me know.

"July 5, 1985

Dear Bill,

Enclosed is my membership renewal. I have not started the restoration of my 38-46C. I thought that when I retired I would be able to jump right in but this has not happened. I found that I put off more things than I realized with the intention of doing them when I retired. I am now suffering the consequence. I guess I need to retire from retirement to get the restoration started.

I read with interest the article on woodgraining. Two plus years ago I met Bernie Estes at Hershey. While talking to him I found out that he had a woodgraining shop in Sarasota, Fla. just a few miles from my wife's parents' home. Since we are there once or twice a year he invited me to visit his shop.

He uses the original method of woodgraining: the "transfer" method. I will try to describe his method as best as I can remember. He cleans and prepares the metal for painting. The part is then primed and the base color is applied. The base color is usually the tan or light color.

(CONTINUED)

The plate for the desired woodgrain pattern is then selected from the inventory of the plates that he has. These are large metal plates (stainless?) 6 feet to 7 feet long and 2 feet to 3 feet wide that are embossed with the pattern. These plates are expensive. I do not remember the figure but I believe it was several thousand dollars per plate. The plate is placed on a special table that weighs several thousand pounds and is perfectly level. With the proper base color and the proper selection of various colored dyes the correct grain colors can be obtained. The plate is placed on the special table and the dyes spread evenly over the plate. The reliefs in the pattern on the plate create different thicknesses of dye creating different shades in the grain. This pattern is applied to the decal or transfer material. After the dyes have dried the decal is carefully removed and applied to the previously prepared part. The final application is the clear coat over the decal.

The dyes are also expensive and have a very short shelf life. The work is very tedious so Bernie only works on the woodgraining a few hours a day.

I saw dash panels and trim in various stages of completion. The finished panels were absolutely beautiful. They were expensive but I liked what I saw. I will be in Sarasota for a month next March and maybe sooner. I plan to check if he is still doing woodgraining. I have not seen any ads for his service and it has been over two years since I visited his shop.

If anyone is interested the address and phone number that I had at that time is: Bernie Estes, 2112 20th St., Sarasota, Fla. 33580. PH. area 813 953-7900 or 355-7421.

"Lou"

Lou Wildt #245
4036 McMann Rd.
Cincinnati, OH 45245
Ph. 513-752-1099"

* * * * *

I also received a letter from our old friend and contributor, Bob Pipkin (#076) of Salem, Oregon. He says that all series 60, 80, and 90 Buicks in 1938 had a horizontal pattern mahogany woodgraining (that is, a red-brown color) with the exception of the convertibles (chrome) and some Centuries which were produced with a "Chevron" figure on the dash. This may be the same as the "Checked" pattern Joe Giordano mentions.

In 1937, 80 and 90 series cars (except the 80C) had three different molding treatments: the greyish-gold color used on the dash, black, or mahogany woodgrain. (See Volume III, Issue 1, page 16; Issue 3, page 20.)

Where does this leave us? I'm not sure, but there seem to be more mysteries about 1938 than 1937. We will continue to research this subject, and I expect to have more in the following issues.



FIVE-PASSENGER FOUR-DOOR SEDAN
Model No. 87, Flair back

Bill



Dealer Service Bulletin



TIRE COVER CLEAR-
ANCE IN FENDER
WELLS, 1938
ALL SERIES

Some trouble has been experienced with improper tire cover clearance in fenderwells. This condition is usually indicated by the cover chaffing the edge of the well, however, in some cases the clearance may be just enough to not cause chafe, but instead cause a chronic rattle.

Instructions for correction of the above complaint are outlined in Figure 28

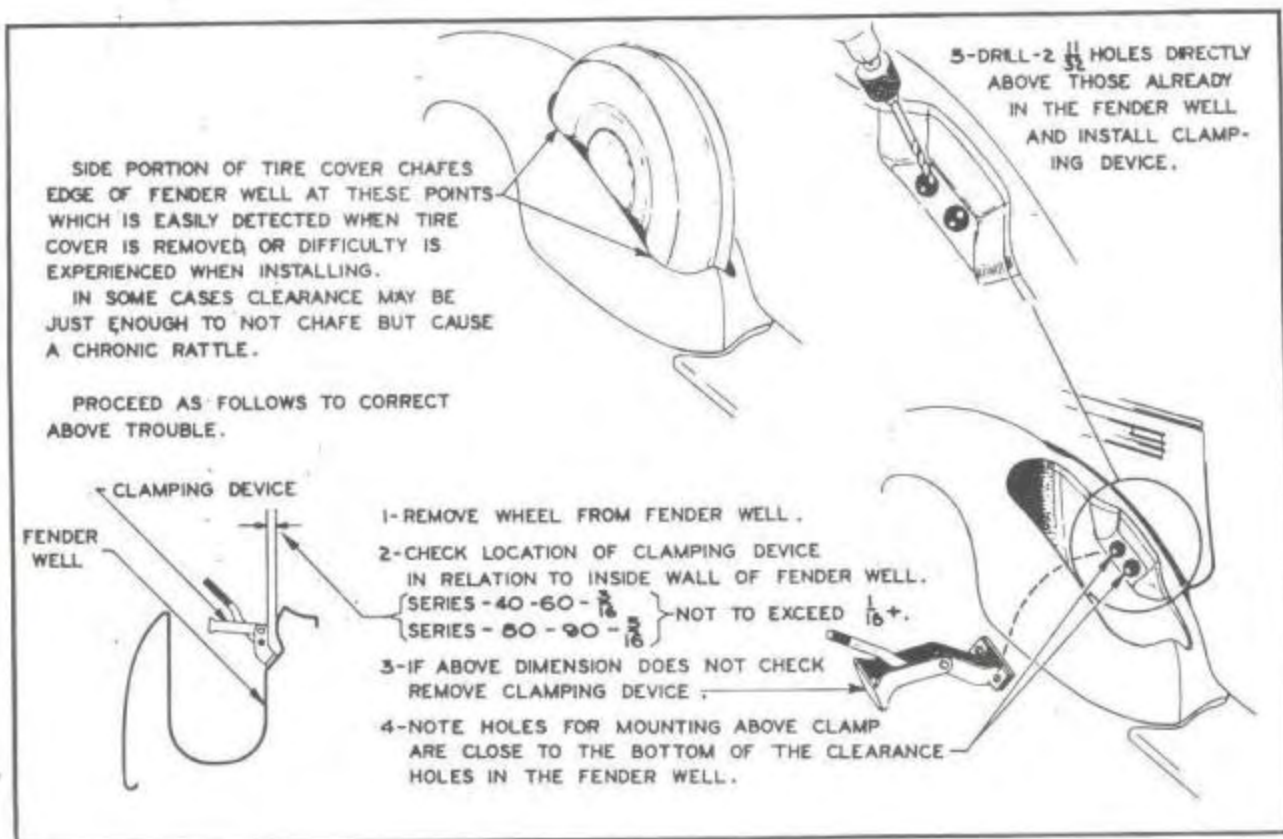


Figure 28

DAVE LEWIS RESTORATION



Detailed Restoration And Parts For
All 1937 And 1938 Buick Automobiles

3825 South Second Street, Springfield, Illinois 62703
217-529-5290





Support Our ADVERTISERS



**1927
TO
1953**

WIRING HARNESSES

MANUFACTURED WITH THE FINEST MATERIALS AVAILABLE. THE MOST AUTHENTIC REPRODUCTION OF G.M.: WIRE, CONSTRUCTION, AND BRAIDING. ALL WITH COMPLETE INSTALLATION LISTING. WE HAVE SPECIFICATIONS FOR MOST BUICKS. BUT WE CAN MAKE ANY HARNESS THRU 1954 WITH YOUR ORIGINAL SAMPLE. CUSTOM TURN SIGNALS, OPTIONS UPON REQUEST.

ALSO WE HAVE WIRING SUPPLIES AND A BRAIDING SERVICE.

CATALOG - INFORMATION - \$1.00



BOX 435
WAYNE, PA. 19087



Bob's Automobilia

RD 2, Box 137
Annandale, New Jersey 08801
201-236-2403

FOR THE 1937-1938 BUICK RESTORER:

REAR WINDOW SEALS, VULCANIZED, 2 PCS.
FOR 40 & 60 SERIES.....\$44/SET

WINDSHIELD DIVIDER SEAL W/STEEL CORE
\$20.

GLOVEBOXES, \$26. HOOD REST PADS, \$4/EA

TRUNK LINER SET, SERIES 41 W/O SIDE-
MOUNTS. PATTERN AS ORIGINAL. PADDED
AND EDGED. VERY CLOSE TO ORIGINAL FAB-
RIC USED.....\$55/SET

1937-38 SER. 80 & 90 KING PINS, \$60.

1937 SER. 40 FRONT MOTOR MOUNTS, 4pc. \$49

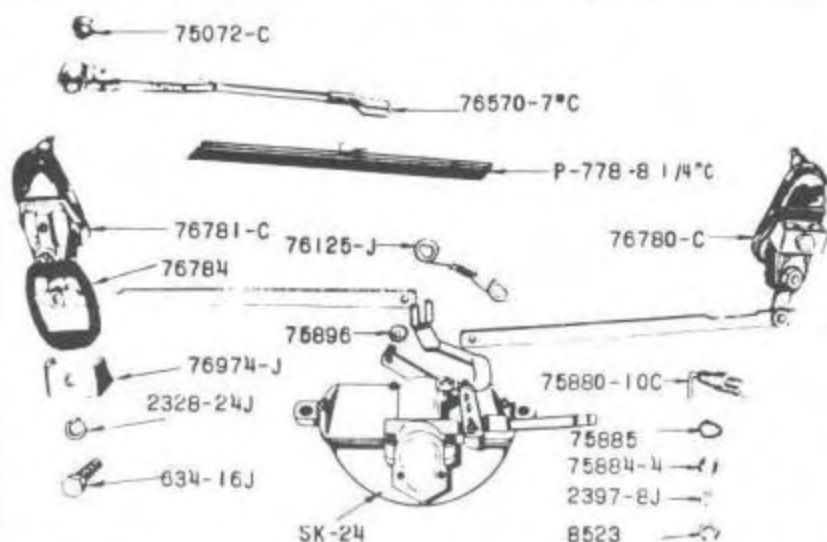
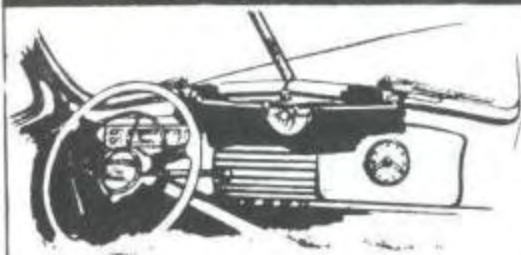
ADD 10% SHIPPING. CATALOG \$2/FREE w/OR
* MANY OTHER BUICK PARTS *



Windshield Wipers



The following two pages, from a Trico repair manual of the 1940's, show windshield wiper parts for 1937. Similar sheets for 1938 will be in a future issue. The transmission parts are hard to find. Exterior housing caps for 1938 (40 & 60 anyway) can fit a 1937 car if a little tweaking is done. (I know because I did it.) Be SURE that you instal the transmission parts on the correct side (right & left). If you reverse them, they will fit, but something (probably the long links which are pot metal) will break when you try to use the wipers. The former owner of my car will bear witness to this. Write (with SSAE) for an article by Ed Depouli on repair of the motors.

TRICO**EQUIPMENT AND SERVICE SPECIFICATIONS****Buick****YEAR 1937****MODEL**CLOSED and CONVERTIBLE
40-60**PAGE NO.** BU-10**DATE** 7/44**SERVICE INFORMATION****INSTALLATION TYPE - 2A**

Estimated Time for Removal & Installation

Motor	1/2 hour
Motor and Linkage	1 hour

Use bellcrank BC-6 with SK-704-1 as a replacement motor on these models.

Vacuum Source - 60 - pump

ACCESSORY EQUIPMENT

Windshield Washer
Car Fan
Vacuum Pump - (40)
Manifold Adaptor
Reservac (40)

AW-12-1
VF-1 or VF-2
VAP-13
MA-3
Sp. 599-15A

PART NAME	PART NUMBER	CAR BUILDERS PART NO.	SERVICE PART NUMBER
BLADE	P-778-8 1/4*C	1286465	U-778-8 1/4*L
DRIVER (LEFT SIDE) ARM	76570-7*C	1300296	AL-50
PASS. (RIGHT SIDE)	"	"	"
DRIVER (LEFT SIDE) MOTOR	SK-24	4082952	SK-704-1 with BC-6
PASS. (RIGHT SIDE)	"	"	"
HOSE	848		
DRIVER (LEFT SIDE) LINKAGE	76781-C	4074296	
PASS. (RIGHT SIDE)	76780-C	4074295	
CONTROL	75880-10C	4074290	

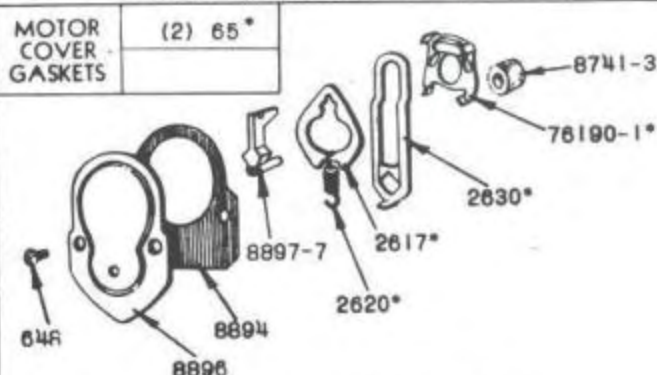
REPAIR PARTS

AVAILABLE THRU AUTHORIZED SERVICE DISTRIBUTORS

MOTOR REPAIR KIT	MOTOR KICKER	MOTOR SHAFT	LINKAGE REPAIR KIT
Sp. 1075	8897-7	76235-J	Sp. 1083

MOTOR VALVE PARTS

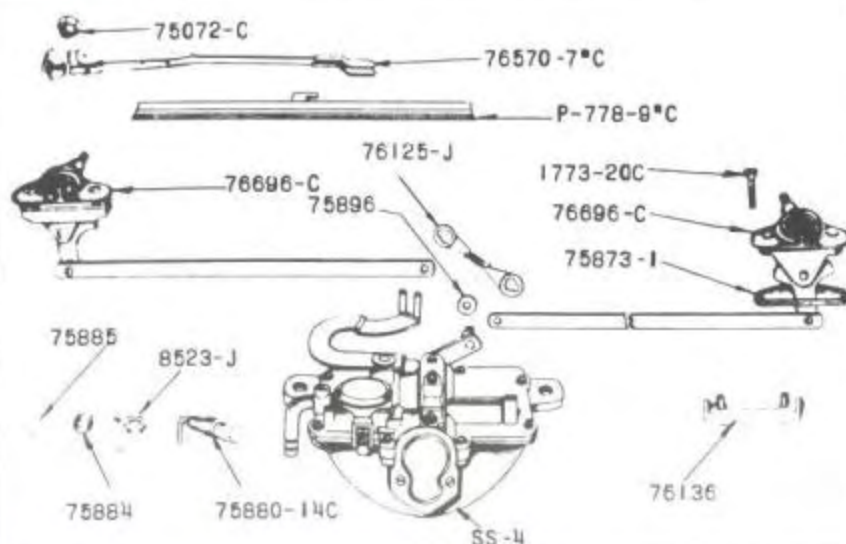
AVAILABLE THRU AUTHORIZED SERVICE DISTRIBUTORS



TRICO

EQUIPMENT AND SERVICE SPECIFICATIONS

Buick



YEAR **1937**

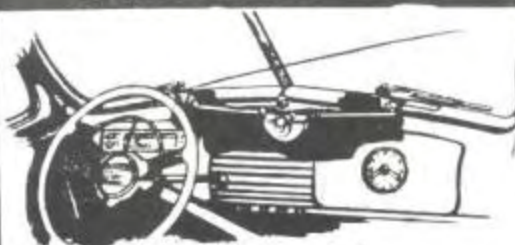
MODEL

CLOSED and CONVERTIBLE
80-90

PAGE NO. BU-11

DATE 7/44

SERVICE INFORMATION



INSTALLATION TYPE - 2A

Estimated Time for Removal & Installation

Motor 1/2 hour
Motor and Linkage 1 hour

Vacuum Source - pump

PART NAME	PART NUMBER	CAR BUILDERS PART NO.	SERVICE PART NUMBER
BLADE	P-778-9°C	1292963	U-778-9*L
DRIVER (LEFT SIDE) ARM	76570-7°C	1300296	AL-50
PASS. (RIGHT SIDE)	*	*	*
DRIVER (LEFT SIDE) MOTOR	SS-4	4074289	
PASS. (RIGHT SIDE)			
HOSE	848		
DRIVER (LEFT SIDE) LINKAGE	76696-C	4074293	
PASS. (RIGHT SIDE)	*	*	
CONTROL	75880-14C	4074291	

REPAIR PARTS

AVAILABLE THRU AUTHORIZED SERVICE DISTRIBUTORS

MOTOR REPAIR KIT	MOTOR KICKER	MOTOR SHAFT	LINKAGE REPAIR KIT
Sp. 1082	8897-17	76195-J	

MOTOR VALVE PARTS

AVAILABLE THRU AUTHORIZED SERVICE DISTRIBUTORS

MOTOR COVER GASKETS	(2) 85*

ACCESSORY EQUIPMENT

Windshield Washer
Car Fan
Manifold Adaptor

AW-12-1
VF-1 or VF-2
MA-4



PARTS FOR SALE



FOR SALE

THE FOLLOWING ARE ALL 1937

Rear License lens (red)		\$12
Hood side louvers		\$30
Hood ornaments	\$10 to	\$25
Door handles in & out	\$4 to	\$10
Clocks	\$5 to	\$30
Dash gauges	each	\$10
Chrome vent window frames, front & rear	each \$15 to	\$30
Window regulators L&R	each	\$15
Hood Hinges	each	\$10
40 series spark plug cover, primed		\$40
Belt stainless molding	each \$10 to	\$35
Grilles, L&R	each \$40 to	\$75
Fender park lights	each \$10 to	\$50
Front park light chrome	each \$10 to	\$40
Radio chrome grille		\$15
Gas tank filler neck		\$20
Used carb. switch		\$10
Trunk handle bezels, 4-door	each \$20 to	\$40
Belt stainless molding, between hood & door, 7 5/8"	pair	\$25
Bumpers, rear	each	\$40
Gasoline tank		\$100

THE FOLLOWING ARE ALL 1938

Tail light lens		\$10
Hood side louvers, all series	each	\$35
Hood ornaments	each \$10 to	\$45
Door handles - in & out	\$4 to	\$10
Clocks	\$5 to	\$25
Chrome radio grilles	\$10 to	\$40
Heater-Buick Master - (Harrison), rusted		\$20
Trunk handle bezels - coupe Or 4 door	\$10 to	\$40
Trunk handle repro w/key		\$20
Hubcaps	each \$5 to	\$30
Center grille stainless molding	each \$15 to	\$40
Cigar lighter		\$25
Temperature gauge		\$40
Bumpers, rear	each	\$40
Fender lights, front & rear	\$10 to	\$40
Belt moldings	\$10 to	\$35
NORS water pumps, series 60-80	each	\$40

(CONTINUED)

The following are 1937 & 1938

Front & rear fenders	each	\$40 to	\$90
Radiators, 40 series	each		\$40
Exhaust manifolds		\$60 to	\$100
Window regulators			\$15
Sidemount covers, no Buick script			\$300
Extra sidemount parts: tread covers, side cover plates, hold down cups -		each \$25 to	\$50
Front bumper license brackets, left or right repro; packaged & shipped in U. S.			\$11.00

PARTS CARS

1 '37 2-door, 40 series	SASE ONLY FOR REPLY
1 '38 4-door, 40 series	

*MANY, MANY MORE PARTS -call or write your needs.

*Packing, insurance and shipping additional.

DON GUST #043
Rt.1, Box 161
Beecher, Illinois 60401
312/946-2856

FOR SALE

Engine(no-43333330) turns freely	\$125	Left rear window frame (Fastback)	5
Distributor(Delco 1110815-9110)	35	Molding for head light buckete	3
Thermostate Housing	10	Dash cluster (water NG-gas sold)	1
Ring & Pinion complete	75	Inside rear view mirror	
Rear end carrier (bare)	50	Speedometer cable	
Torque tube	25	Grab straps	
Rear Axels (ea)	20	Wiper vacumn line	
Rear brake drums (ea)	10	Map light	
Rear brake backing plates (ea)	5	Throttle cable	
Rear spring	15	Spare tire hold down	1
Transmission	175	Clutch cross shaft	1
Gas tank-top solid bottom has holes	75	Wiper motor	2
Rear fenders (pr)	75	Wiper transmission (left)	1
Front doors (ea)	75	Steering wheel lock	2
Rear doors (ea)	75	Running board brackets (ea)	1
Nose assembly	50	Hood braces	
Body side molding	150	Front brake drums (ea)	1
Glove box door	5-20	Front spindles (ea)	2
Hood ornament	10	Front lower A frames	
Rear tail lights (ea)	20	Steering rods (ea)	
Front seat chrome	10	Front bumper braces	
Rear tail light lenses (ea)	5	Intake manifold	
Front headlight bucket (right)	5	Exhaust manifold	
Outside door handles (ea)	10	Front fender braces	
Door Hinges (ea)	3	Front sway bar	
Door hardware	5		
Horns (ea)	10	Mike Adler #104	
	-call	7 Gettysburg Drive	
		Englishtown N.J. 07726	
		(201)536-1478	

PARTS FOR SALE

11 parts are from a 1937-81 Roadmaster.

Good-solid, missing some trim parts \$75(check on shipping)

Front shocks-\$25 each.

Marvel BD-1 carb with choke complete-\$50

Valve cover- very good and no rust pits \$30

Park plug cover-very good and no rust pits \$30

Side rocker arm cover-very good \$30

Stainless dash strips(4)-\$4

Heavy duty oil bath air cleaner-3 small dents all repairable-\$125

I am restoring a 1937 mod. 41 Special and picked up this Roadmaster(from dash forward only) it had been converted to a portable power source by 2 old resourceful farmers. Engine does not run but turns over freely. Inquire about other engine/tranny parts. Possible trade on any above parts for 37-41 parts I need(that list is too large to print!)

Curt Backer #468

Rt. 3 Box 135

Bagley, Mn. 56621

For Sale

For 1937 40 series:

New fuel pump repair kit \$15

New complete carb rebuild
kit (Stromberg AA-1) \$35

Fuel gauge-excellent used \$5

'37 left side grille; good
but needs replating \$25

'37 radio, excellent
(totally rebuilt) \$150

All prices plus shipping.

PETER DiPASQUALE (#352)

375 Van Beekum Place

Wyckoff, NJ 07481

201/891-4899

FOR SALE

1938 series 40-

wheels (have 2).....\$20 each

running board.....\$45

Shipping extra.

RICHARD RUSCHE (#453)

Rt.1, box 115

Calhoun, MO 65323



Radio Repair



Peter DiPasquale (#352) will repair or completely recondition your 1937-1938 Buick radio. Write (SASE) or call. (It's great to find a radio expert among us. Thanks, Peter!)

PETER DiPASQUALE (#352)

375 Van Beekum Place

Wyckoff, NJ 07481

201/891-4899

CAR and PARTS FOR SALE

I received a letter from Ralph Watt (#099) in June, too late for inclusion in Issue 9 of Volume III. Ralph for some time was working on a 1937 series 40 phaeton, but said he has become involved in too many activities to have any hope of finishing soon. Drive train of the 40C is virtually complete and body work about ready for final primer. Some re-plating has been done. Ralph has a large collection of parts including two complete engines. Ralph would like to sell the 40C and parts as a package or trade it all for a nice Model A Ford. Call him after 5 P.M. Central Time for details.

RALPH WATT
133 W. Park Ave.
Wheaton, IL 60187
312/653-4907

1937 & 1938 sidemount emblems, NORS. Cast in solid bronze from a mint original. Triple chrome plated with the letters painted black. Due to the limited number I had made, and the hand work involved, these are priced each @ \$50 plus \$5 for shipping & handling, or \$105 shipped for a pair. Postal money order or UPS-COD only. Satisfaction guaranteed.

Also have some pairs of restored Trippe lights. SASE for prices & information.

JIM WALLACE (#283)
16438 Gilmore Street
Van Nuys, CA 91406

SERVICES OFFERED

Diecast trim parts welded--DON'T THROW THEM AWAY-FIX THEM! SASE with good description of part and break for estimate. Good work at reasonable prices.

GREG MARSHALL (#148)
14161 Riverton Circle
Westminster, CA 92683

1937 PROMOTIONAL POST CARD





PARTS WANTED



Sidemount tread covers for 1937 Century (60 Series). Special (40 Series) covers are not wide enough for Century tire size. 1938 covers evidently have a different trim moulding.

H. J. Glass (#111), 281 S. Pennsylvania St., Denver, CO 80209,
(303) 744-7240 (daytime).

For 1937 model 41:

Set of front welled fenders with sidemount covers--good used.

Left side front fender--non-welled.

Two front doors--surface rust OK.

Right side rear fender.

Pair of radio knobs--local-distance & treble-bass.

'37 Special parts car.

I can drive a few hundred miles from the Boston, Mass. area to pick up.

KEN HUEGEL (#325)

11 Albion Court

Rockland, MA 02370

617/878-4980; 545-7260; 723-0800 ext. 552 Or 553.

For 1938 66C:

Bumper step plate.

Rumble seat cushion in any cond.

Right quarter belt molding.

Pictures of original interior & top.

JOE GIORDANO (#333)

131 N. Stewart Rd.

Liberty, MO 64068

816/781-5570

Front license plate mounting bracket.

RICHARD RUSCHE (#453)

Rt. 1, Box 115

Calhoun, MO 65323

WANTED TO TRADE

Need:

'38 DeLuxe heater

'38 Gravel shield

'38 60 choke assembly
(Stromberg)

'38 Jack

Have to Trade:

'37 Centerline radio
(not working)

'37 60 Ring & pinion

ALBERT McMICHAEL (#319)

424 Temple Court

Woodbury Heights, NJ 08097

609/845-1631



FIVE-PASSENGER TWO-DOOR SEDAN
Model No. 61, Plain back

CARS FOR SALE

CAR FOR SALE:

1938 model 41 four-door sedan. Engine overhauled. Good trans. & rear end. Ready to paint and chrome. No rust. Little tear in headlining. Car is solid, solid. \$2200.

Ralph Jones (#216)
P.O.Box 75
Rayland, Ohio 43943
614/859-2246, 6 to 12 PM only.

CAR FOR SALE:

1938 Century Convertible Coupe. Fresh paint, new upholstery, many new parts. I say it's between #1 and #2. Come see it. \$22500 frm.

C.W.CONNELLY BCA #1910
27 Mayfield Ave.
Ft.Thomas, KY 41075
606/781-2316

CARS FOR SALE:

The following two "leads" were sent in by Al McMichael (#319), and are printed here exactly as I received them. "Can be driven home" is an interesting variant of the familiar "drive anywhere" and things may depend on where "home" is in relation to where the car is. Be that as it may, my thanks to Al for these tips.

1938-46S. Needs total restoration.
Jack Peters. Westville, NJ. 609/456-2233

1937-47. Can be driven home.
John Sauers. Williamstown, NJ. 609/629-9702

CAR FOR SALE

1937 Special model 48 (2-door trunk-back). Complete, solid, good-running car. Rebuilt engine. \$2500 or offer.

PETER DI PASQUALE (#352)
375 Van Beekum Place
Wyckoff, NJ 07481
201/891-4899





CARS WANTED



CAR WANTED

Stephen Weinstein (#532), one of our new members, says his "personal Favorite" is the 1938 model 91, and he hopes to acquire one. Anybody help Stephen out with a lead or car for sale?

STEPHEN WEINSTEIN (#532)
1222 San Carlos Drive
San Luis Obispo, CA 93401
805/544-1726

Charles Jekofsky (#524), one of our new members, is seeking a 1938 model 61. Can anyone help him out?

CHARLES JEKOFSKY (#524)
6307 North Capitol Street
Washington, DC 20011
202/829-0471

NEW MEMBERS

John Konstantinos (#523)
11027 Ambler Lane
Mantua, OH 44255
216/274-3569
'38 46

Charles Jekofsky (#524)
6307 North Capitol Street
Washington, DC 20011
202/829-0471

Hampton Coach, Inc. (#525)
P.O. Box 665
Hampton, NH 03842
(Upholstery Products)

Dr. Neal Gapoff (#526)
4984 Ranch Road
Tiburon, CA 94920
415/435-0486
'37 81 Custom Town Car

Robert Pease (#527)
336 Castle Crest Road
Walnut Creek, CA 94595
415/933-5766
'38 41 '38 44

Ron Woods (#528)
68 Gore Street
Port Macquarie
N.S.W. 2444
AUSTRALIA
'37 60 (Holden)

Donald Holl (#529)
1206 Salisbury Place
Madison, WI 53711

Robert Castell1 (#530)
18482 Comstock
Livonia, MI 48152
313/478-6123
'38 41

Joyce Bowerman (#531)
168 W. Adams, RDR #4
Bronson, MI 49028
517/238-4066
'38 46S

Stephen Weinstein (#532)
1222 San Carlos Drive
San Luis Obispo, CA 93401
805/544-1726

John Breen (#533)
20 Coburn Road
Manchester, CT 06040
203/649-0556
'37 81

James O'Connor (#534)
560 Overlook Drive
Pittsburgh, PA 15216
412/341-0753
'37 47

Abe Goldblatt (#535)
111 Colony Drive
Hampden, MA 01036
413/566-5558
'38 40C

Kenneth Schock (#536)
401 Dallas Drive
Campbell, CA 95008
408/371-3929
'37 41





1937-1938 BUICK CLUB

Membership Application



ALL MEMBERSHIPS RUN FROM SEPT. 1, 1985

ALL MAILING FIRST CLASS.

DUES:

	U.S. & CANADA	OVERSEAS AIRMAIL
ONE YEAR	\$28.50	\$ 50.00
TWO YEARS	52.50	90.00
THREE YEARS	80.00	135.00

ALL PAYMENTS MUST BE IN U.S. FUNDS.

NAME _____

YEAR BUICK(S) _____

STREET _____

EXACT MODEL(S) _____

CITY _____

CONDITION
[one (poor) to ten (mint)]

STATE _____ ZIP _____

HOME PHONE _____

OFFICE PHONE _____

NEW _____ RENEWAL _____

CLUB # _____

CHECK ONE:

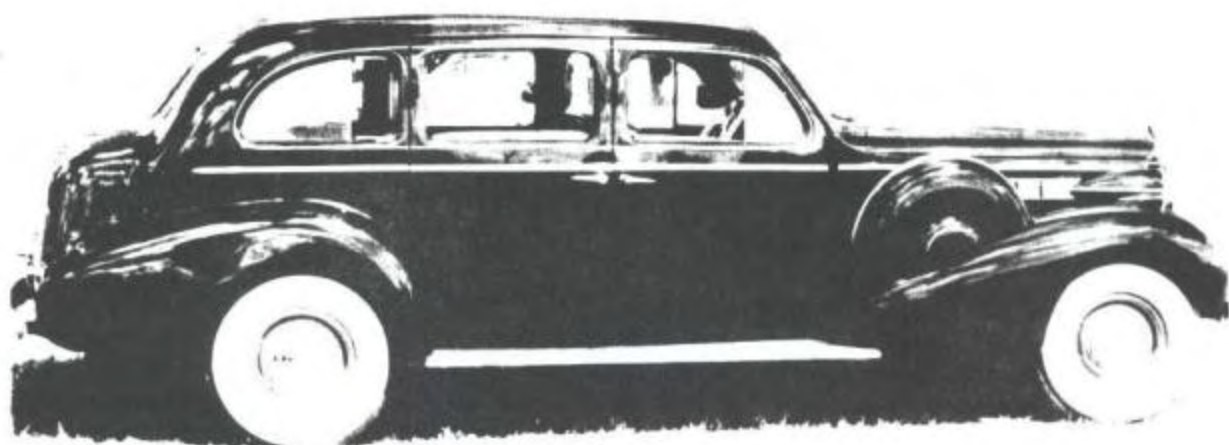
ONE YEAR _____
TWO YEARS _____
THREE YEARS _____

MAKE CHECKS PAYABLE TO "1937-1938 BUICK CLUB"

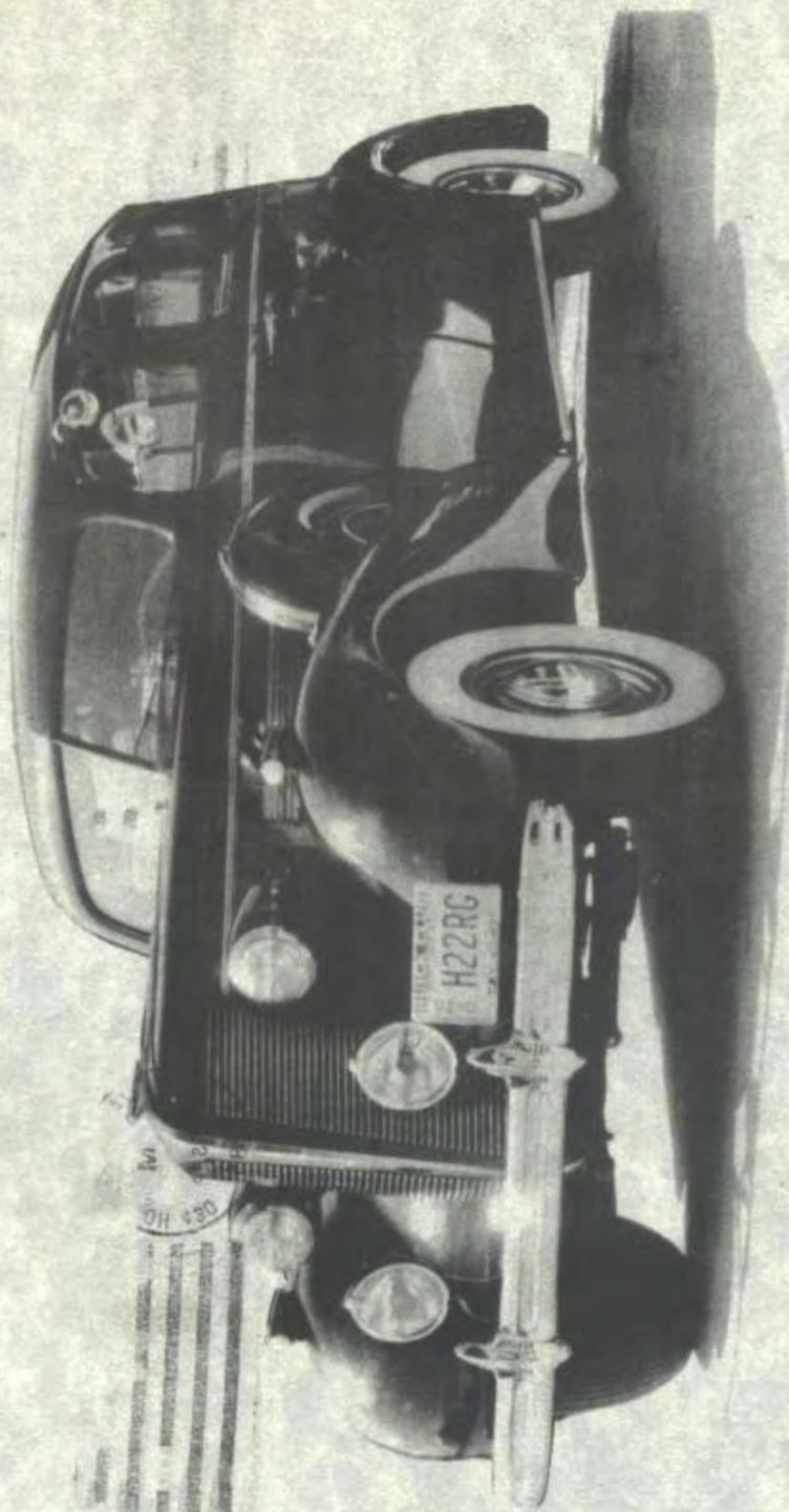
LIST BELOW ANY SERVICES YOU CAN PERFORM FOR THE CLUB.



842 Mission Hills Lane, Worthington, Ohio 43085



BUICK



1937 model 81 ~ Clint Preslan